



## **BRIEFING: AUGUST 2013 BOARD MEETING AGENDA ITEM #4**

**TO:** Chairman Richard and Board Members

**FROM:** Ben Tripousis, Northern Regional Director

**DATE:** August 1, 2013

**RE:** **Proposal to Issue a RFQ for the Sacramento to Merced Project Section RC Contract**

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### **Introduction**

It is the Authority's intent to best serve the public interest by delivering all aspects of the California High-Speed Rail Program on schedule, at the lowest possible cost, and with quality that meets or exceeds acceptable industry and government standards. In May 2013, the Board directed Staff to prepare a new approach for re-advertisement for a Regional Consultant (RC) for the Sacramento to Merced section. Staff has developed a scope of work based on need and therefore requests Board approval of the staff recommendation to issue a Request for Qualifications (RFQ) for this section. This RFQ will be targeted at small businesses and will contain a 30 day termination clause.

### **Background**

The Regional Consultants are necessary for the completion of the environmental work required for compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA, for conducting preliminary engineering and for supporting the Authority's public outreach activities.

The Merced to Sacramento project section is 110 miles long, running east and south, roughly paralleling Highway 99 and I-5 from Sacramento to Merced where it will connect with the Merced to Fresno and Merced to San Jose project sections. The Authority currently has an existing contract for work related to this section with a contract duration through September 2013.

To date, the following work has been conducted:

- Preparation of a Scoping Report
- Initiation of Alternative Analysis
- Public outreach activities

Based on a qualitative risk-based assessment completed by senior management staff, in May the Board directed staff to prepare an approach to re-advertising for the Merced to Sacramento section, one which realigns the work with the 2012 Business Plan and consistent with SB 1029 for approval by the Board.

## **Discussion**

This recommendation considers the following opportunities and risks: loss of consistency/continuity, stakeholder relationships, competition, potential conflicts of interest, loss of institutional knowledge, and imminent disruption and delay. This qualitative risk-based assessment was performed in consultation with the Authority's Chief Deputy Director, Chief Program Manager, Chief Financial Officer, Regional Directors, Chief Counsel and Risk Manager.

As the high-speed rail program advances and matures, professional consultant services procurement, structure, and organization will be continuously assessed and enhanced. Due to the dynamic nature of the project, there will likely be future opportunities to improve efficiency. Over the next year, the Authority plans to implement various strategic planning initiatives. The area of professional consulting services procurement will be one area of emphasis with the goal of building on the Authority's long term consulting strategy.

The procurement process for the Merced to Sacramento section will be managed directly by Authority staff consistent with the State's competitive Architectural & Engineering (A&E) procurement processes. The RFQ will be issued and A&E consultants will submit statements of qualifications (SOQs) to be evaluated by Authority staff in accordance with the Authority's administrative regulations. SOQs and oral discussions will be the basis for ranking of the top consultants. The Chief Executive Officer (CEO) or his/her designee will negotiate a contract beginning with the top ranked consultant. The CEO would then submit its recommendation to the Board for approval. If approved by the Board, the CEO, on behalf of the Authority, would then enter into a contract with the selected consultant.

It should be noted that the approach being developed for the Merced to Sacramento corridor is based on a desire to be responsive to input from communities along the corridor, in order to advance work on the project section in a meaningful way prior to detailed engineering on high-speed rail (HSR) alignments. As funding for this segment of the statewide HSR system is part of Phase II, i.e. post 2029, this process will include an assessment of current and projected community needs for a blended service approach in the near term. In other words, the process will identify incremental improvements that can be used in advance of full high-speed rail corridor implementation. The Authority looks forward to working with communities along this segment and particularly, with the City of Sacramento, to advance these objectives.

The contract awarded as a result of this solicitation is estimated at \$1.0 million with an anticipated contract duration of 2 years. A summary of the scope for the contract is as follows:

- Prepare the Final Alternatives Analysis Document, as well as any related planning and design documents.
- Prepare a Final Purpose and Need Statement.
- Support Stakeholder and Agency Coordination consistent with the Authority's goals.

- Support the Authority on an as needed basis in station area planning, sustainability, private investment opportunities, and implementation planning.

The contract will be task driven and the selected RC will only perform duties that it is directed to perform by the Authority. The Authority Contract Manager will administer the contract through the issuance of task orders based on the selected consultant's approved work plan.

### **Procurement Schedule**

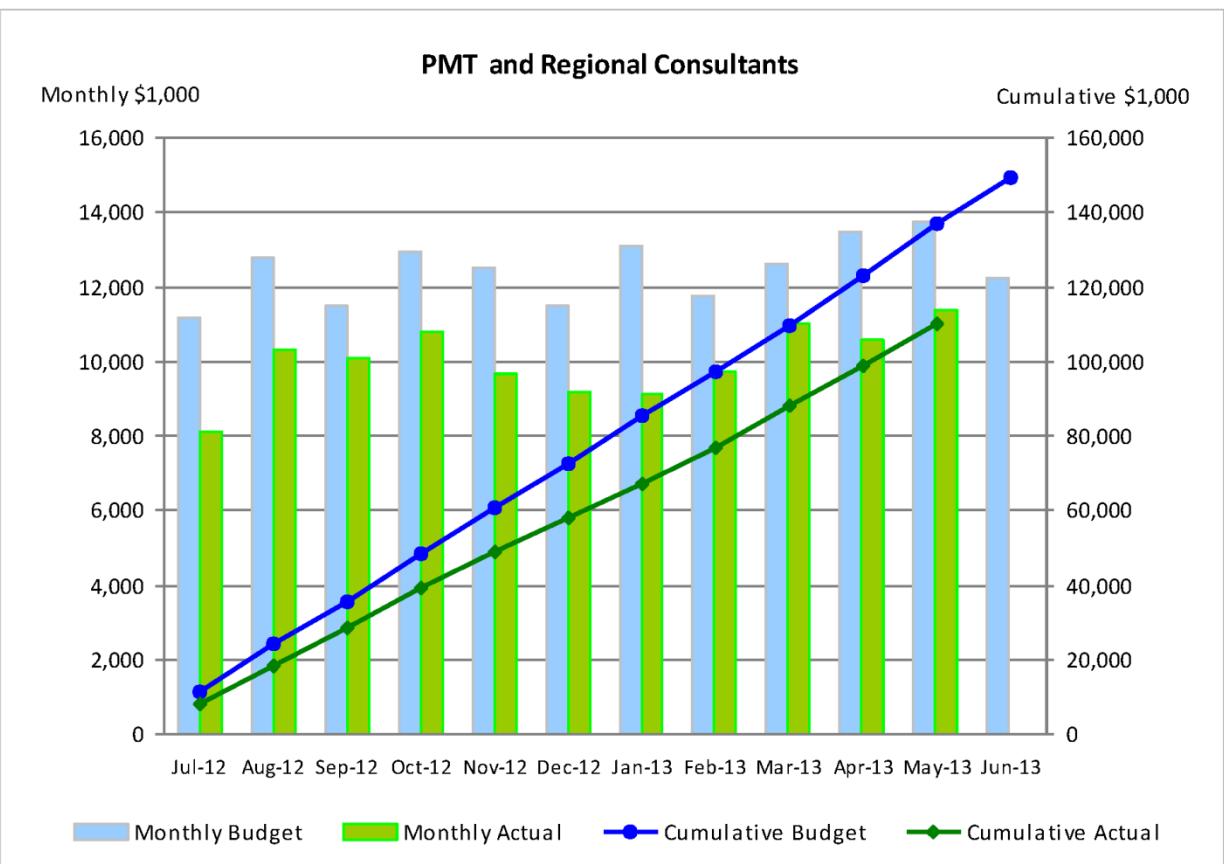
Upon Board approval, RFQ will be advertised on August 2, 2013 with the proposal due on August 30, 2013. Interviews will be held the week of September 16, 2013. The Authority Board will review the Final Agreement and Cost Proposal on October 3, 2013, and the targeted execution date will be October 18, 2013.

### **Recommendations**

Staff recommends that the Board approve the issuance of the RFQ for a Regional Consultant for the Merced to Sacramento section with a description of work in substantially similar form as described above and to bring a recommendation to the Board.

### **Attachments**

- Resolution #HSRA 13-17
- PMT and Regional Consultants Expenditure Graph
- Draft RFQ



CHSRA Program Components	May (\$1,000)		Fiscal Year Cumulative (\$1,000)				Total FY Budget
	Monthly Planned	Monthly Actual	Planned	Actual	Variance Over/Under	% (-Over/+Under)	
Program Management (PB)	\$5,164	\$4,885	\$48,197	\$44,249	\$3,948	8	\$52,651
San Francisco - San Jose (HNTB)	\$153	\$22	\$1,595	\$327	\$1,268	80	\$1,728
San Jose - Merced (Parsons)	\$1,347	\$1,080	\$11,539	\$10,003	\$1,535	13	\$12,957
Merced - Fresno (AECOM)	\$925	\$1,250	\$12,503	\$12,189	\$314	3	\$13,296
Fresno - Bakersfield (U-H-A)	\$3,017	\$2,486	\$29,568	\$19,460	\$10,108	34	\$31,916
Bakersfield - Palmdale (U-H-A)	\$987	\$412	\$12,409	\$10,430	\$1,979	16	\$13,259
Palmdale - Los Angeles (H-U-A)	\$859	\$603	\$8,844	\$7,718	\$1,126	13	\$9,597
Los Angeles - Anaheim (STV)	\$657	\$250	\$5,521	\$2,086	\$3,435	62	\$6,068
Los Angeles - San Diego (HNTB)	\$191	\$222	\$1,832	\$1,453	\$379	21	\$2,000
Sacramento - Merced (AECOM)	\$199	\$135	\$1,897	\$1,214	\$683	36	\$2,070
Altamont (AECOM)	\$254	\$64	\$3,066	\$918	\$2,148	70	\$3,686
<b>TOTAL</b>	<b>\$13,753</b>	<b>\$11,408</b>	<b>\$136,971</b>	<b>\$110,047</b>	<b>\$26,923</b>	<b>20</b>	<b>\$149,228</b>